

REMARKS/ARGUMENTS

Favorable consideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 2-5, 7 and 8 are pending in the present application, Claim 6 having been canceled and Claims 2-4 and 8 having been amended by the present amendment.

In the outstanding Office Action, Claims 2, 4 and 6 were rejected under 35 U.S.C. §102(b) as anticipated by Foss et al. (U.S. Patent 5,408,825). However, Claims 5 and 7 were indicated as allowed, and Claims 3 and 8 were indicated as including allowable subject matter.

First, Applicants acknowledge with appreciation the indications that Claims 5 and 7 have been allowed and that Claims 3 and 8 include allowable subject matter. Accordingly, Claim 3 has been amended to incorporate the subject matter recited in Claim 2, and Claim 8 has been amended to incorporate the subject matters recited in Claims 4 and 6 as indicated by the Examiner in the outstanding Office Action.

Claims 2 and 4 have been amended herein. These claim amendments find clear support in the original specification, claims and drawings, for example, page 10, lines 3-15, of the specification. Hence, no new matter is added thereby.

Briefly, Claim 2 as currently amended is directed to a pilot nozzle for a gas turbine combustor which includes a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle, the fuel oil supply pipe having a rear end portion for supplying fuel therefrom, a plunger block slidably holding the fuel oil supply pipe such that the plunger block allows the rear end portion of the fuel oil supply pipe to be slidably displaced in the axial direction due to thermal expansion or compression, a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit, and a plurality of

atomized-fluid supply paths provided in a circumferential direction of the cylinder unit.

Claim 4 as currently amended is directed to a pilot nozzle for a gas turbine combustor which includes a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle, a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit, and a plurality of atomized-fluid supply paths and fuel gas supply paths disposed uniformly in a circumferential direction of the cylinder unit, wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom and the rear end portion is slidably held such that the rear end portion is slidably displaced in the axial direction due to thermal expansion or compression. By holding the rear end portion of the fuel oil supply pipe as such, the pilot nozzles as recited in Claims 2 and 4 prevent damages to welding portions and undesirable shifting of other parts such as a jet nozzle.¹

The outstanding Office Action asserts that “**Foss** teaches a nozzle for a gas turbine combustor comprising ... a plummer block PB for holding the fuel supply pipe 14’, the plummer block PB allowing the fuel oil supply pipe 14’ to expand and shrink in the axial direction as a result of thermal expansion or compression” Nevertheless, it is respectfully submitted that Foss et al. does not teach “a plummer block slidably holding the fuel oil supply pipe such that the plummer block allows the rear end portion of the fuel oil supply pipe to be slidably displaced in the axial direction due to thermal expansion or compression” as recited in amended Claim 2 or “a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle ..., wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom and the rear end portion is slidably held such that the rear end portion is slidably displaced in the axial direction due to thermal expansion or compression” as recited in amended Claim 4. In fact, nowhere does Foss et al.

¹ Specification, page 10, lines 3-15.

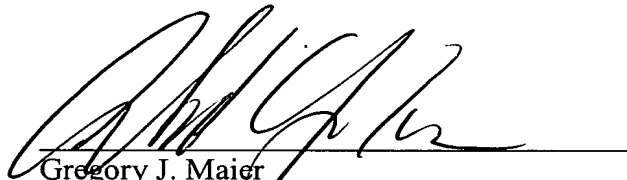
appear to state that the “plummer block” (PB) is or be made slidably displaceable with respect to the axial direction of the “fuel oil supply pipe” (14’). Furthermore, Figure 2 of Foss et al. only shows the “plummer block” (PB) entirely abutting against the support plate 28, and the “fuel oil supply pipe” (14’) provided through the “plummer block” (PB) and the support plate 28. Figure 4 is simply a transverse cross-section taken through Line IV of Figure 3, and apparently does not include the “plummer block” (PB). As such, it is believed that Foss et al. neither discloses nor suggests the “plummer block” (PB) which slidably holds the fuel supply pipe 14’ and allows it to be slidably displaced in the axial direction. Therefore, the structures recited in amended Claims 2 and 4 are believed to be distinguishable from Foss et al., and because Foss et al. does not disclose the structures as recited in amended Claims 2 and 4, Claims 2 and 4 would not be anticipated or rendered obvious by Foss et al.

For the foregoing reasons, Claims 2 and 4 are believed to be allowable along with Claims 3, 5, 7 and 8.

In light of the prior indication of the allowed claims and allowable subject matter, and in view of the amendments and discussion presented above, the present application is believed to be in condition for allowance, and therefore, an early action favorable to that effect is earnestly solicited.

Respectfully submitted,

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A handwritten signature in black ink, appearing to read 'G. J. Maier', is written over a horizontal line.

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